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INFORMATION ON HUNGARIAN, YUGOSLAV, AND ROMANIAN AIRFIELDS

[Sketches of three airfields are appended.]

I. HUNGARIAN AIRFIELDS

Szekesfehervar Airfield

About 30 RAT and Stormovik aircraft are based on this field, as well as some transport aircraft. A new concrete highway leads from the city to the field. The airfield and its surroundings are a forbidden zone to the civilian population.

The airfield is used chiefly for fighter training.

Gyor Airfield

The field, in process of being improved, is occupied partly by the Russians and partly by the Hungarians.

Soviet aircraft include: fighters, light bombers, and reconnaissance aircraft belonging to the 2d and 4th air groups. There are some Soviet personnel.

Ferihegy Airfield

The Ferihegy airfield, on the outskirts of Budapest, was greatly damaged by bombardment in the last war. A field for heavy aircraft (up to 60 tons) has been reconstructed on this site. The concrete runway scheduled to be finished by 1 January 1949 was already in operation on 1 December 1948. This runway will be 3 kilometers long. Two steel and concrete hangars 80 meters long and 40 meters wide are already completed. Construction of two others is far advanced. The equipment of the meteorological station is modern.

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A branch line connecting with the main line of the Budapest-Szolnok railroad has been built. Access to the field is also assured by an excellent highway.

A barracks in the vicinity has been repaired and is occupied by small Soviet detachments. Soviet patrols also guard the field.

The airfields at Sikesfehervar and in the Bakony forest near Veszprem have also been repaired and are occupied by Soviet units.

Papa and Szombathely Airfields

These fields are used for training of bomber pilots.

Hanzag Airfield

Training in aerial bombardment is given here every day. Aircraft used is generally of the Soviet type like the Yak 3 and the Yak 9, but sometimes German Messerschmitts are used.

Pecs Airfield

Bombers are based on this field. These planes carried various cargoes for the Greek guerrillas under Markos and flew over Yugoslavia en route to Greece before the difficulties with Yugoslavia.

Szeged Airfield

Soviet fighters are based on this field. They also made flights in the direction of Greece just as the bombers at Pecs did.

II. YUGOSLAV AIRFIELDS

Yugoslav military aviation is concentrated principally in the north and south.

Northern Sector

An important airfield is located 15 kilometers west of Vrbovsko near Ravna Gora.

Some airfields have been established in the Ljubljana-Zagreb territory at Kleso (?), Krsko, and Marija-Devica (?).

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Airfields are currently being built at Bistrica and Sisak (50 kilometers southeast of Zagreb). Another airfield is planned but not yet begun in the Senj-Karlovac region.

Southern Sector

This sector has numerous airfields and coastal defenses.

Airfields are located at Podgorica, Niksic, Debar (in the immediate vicinity of the Albanian frontier), Plagaja (?), Krivirog (?) (intended for bombers), and Gruba, southeast of Dubrovnik.

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Central Sector

This sector has no airfields as yet. Construction of a large airfield at Gradicka is under study. The Sava River often inundates this location; a committee of specialists is currently examining the possibility of draining this area.

Velika Gorica Airfield

Landing by radar is being practiced at the auxiliary airfield at Velika Gorica.

Zemun Airfield (See Figure 1)

The airfield is 4 kilometers south of Zemun, between the city and the Sava River, along the Belgrade - Zemun railroad. It is elliptical in shape, about 2 kilometers long and 1.5 kilometers wide. The long axis is north and south. The airfield is on firm ground and is connected with the Belgrade-Indija railroad line by a spur which ends at the airfield.

Three 100- by 50-meter hangars, partly destroyed in the war, have been completely reconstructed. The hangars can accommodate 400 fighters and light bombers. There is a 60-meter-wide elliptical concrete runway, in very good condition, all around the airfield. There is no rectilinear runway in the inner part of the field; aircraft take off from the rectilinear part of the elliptical runway.

The airfield proper is covered with grass, and the ground is hard.

The field has equipment for night flying.

The radio station is in the administration building. The observation tower and the meteorological station are on the administration building.

There are 300 aircraft on the field. About 150 are bombers and 150 are fighters and trainers. There is much activity on the field.

There is an underground gasoline depot, camouflaged by vegetation, consisting of 10 to 12 large cylindrical tanks from 5 to 6 meters in diameter and about 5 meters high.

Parachute practice was held at the Zemun airfield from summer 1946 to the end of October 1948. Parachute jumping took place from morning to evening, weather permitting. Two twin-engine aircraft with five parachutists in each climbed to 1,500 meters and circled, while the parachutists jumped one after the other. The soldiers were about 20 years old, the officers of varying ages.

A school for Yugoslav air officers, located on the airfield in barracks to the extreme north, was started in May 1946. Officers and enlisted men of all ranks and ages took the course, which lasted 2 to 3 months, and made several jumps. These courses seem to have continued without interruption until October 1948. The students took part in infantry drill in addition to aerial instruction.

Three modern barracks with accommodations for about 2,000 men were built in 1946 and 1947 on the western part of the Zemun airfield. These barracks are occupied by pilots and parachutists.

Students taking the parachute course lived in the wooden barracks to the west of the field.

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Since the Tito-Cominform break, the Zemun airfield has been used for civilian traffic only.

Nova Pazova Airfield (See Figure 2)

The Nova Pazova airfield is equidistant from Belgrade and Indija, east of Pazova, between it and the Danube. The field is beside the Belgrade-Indija railroad.

The airfield is of recent construction; the first work was done in May 1946. It will be one of the largest in Yugoslavia. The field is $4\frac{1}{2}$ kilometers long and .3 kilometers wide. The runway, with a rectilinear takeoff, is $2\frac{1}{2}$ kilometers long and about 400 meters wide. It was begun in May 1946. There was no hangar in August 1946.

The airfield is surrounded by marshy ground, as the level of the airfield is below that of the Danube.

No aircraft have been observed on the ground or in the air.

Work on the airfield stopped in October 1948.

Pancevo Airfield

The Pancevo airfield is 20 kilometers northeast of Belgrade, between the city of Pancevo and the Danube. The airfield is about 2 kilometers from the railroad.

A thousand flight personnel, almost all of them officers, are stationed at Pancevo airfield. There are 60 fighter aircraft and 20 bombers there. Almost all the aircraft are German types (Arado, Me 109, Ju 52, He 111), although there are some Soviet fighters which appear to be IAG-3s.

Fighter and bomber pilots are trained at Pancevo airfield.

The Pancevo airfield has equipment for night flying, a fuel tank with a capacity of 13,000 hectoliters, a pilot school, and an aerial observation school. The Vazduhoplovno Uciliste (Air Academy) is located here. A training regiment is stationed on the field.

Ljubljana Airfield

The Ljubljana airfield has a concrete runway 1,500 by 15 meters in area. It has eight hangars, a fuel tank with a capacity of 10,000 hectoliters, equipment for night flying, six squadrons of YAK-9s, one squadron of Spitfires, and three squadrons of P-2s.

A new runway 40 meters wide by 1,400 meters long is under construction at the field.

Zalog Airfield

The Zalog airfield is on the road from Ljubljana to Kranj. It is an auxiliary field. Two squadrons of YAK-9s have been observed on the ground.

Maribor Airfield

The Maribor airfield is an auxiliary field. One squadron of P-2s have been observed on the ground.

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Skofja Loka Airfield

The Skofja Loka airfield is an auxiliary field beside the Kranj - Ljubljana railroad, 10 kilometers south of Kranj. Three squadrons of YAK-9s have been observed on the ground.

Mostar Airfield

The Mostar airfield has a gravel runway, six hangars, a fuel tank with a capacity of 10,000 hectoliters, equipment for night flying, and a school for pilot officers. Three training regiments are assigned to the field. Six squadrons of YAK-9s, one squadron of Martin-47s [sic], two squadrons of P-2s, and two squadrons of Stormoviks have been observed on the ground.

Niksic Airfield

The Niksic airfield is located on Sofia map 18-19/42-43. This auxiliary field has a 1,000-meter-long runway and a radio station. Six squadrons of YAK-7s and two squadrons of YAK-9s have been observed on the ground.

Titograd Airfield

The Titograd airfield has a runway 1,800 by 13 meters in area, seven hangars, and one fuel tank of unknown capacity. Four squadrons of YAK-9s, four squadrons of Stormoviks, two squadrons of P-2s, and one squadron of twin-engine Dakotas have been observed on the ground.

Zemonico Airfield

The Zemonico airfield is indicated on Rome map 15-16/44-45. A group of the 3d Training Regiment, three squadrons of Stormoviks, one squadron of YAK-9s, and one squadron consisting of Spitfires and Hurricanes have been observed there.

Dubrovnik Airfield

The Dubrovnik airfield is indicated on Sofia map 18-18/42-43. It has [or is] an auxiliary field 45 kilometers east [redacted] on a plateau. No military aircraft are assigned to the field.

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Brzdani Airfield

The Brzdani airfield is indicated on Sofia map 20-21/42-43. It is an auxiliary field in a forest. It has a runway 1,000 meters long of unknown type. It is difficult to land there. A group of the 3d Regiment is stationed there for training.

Belgrade Airfield

The Belgrade airfield is the best field in Yugoslavia. It was built by the Germans. It has four transverse runways 1,000 by 10 meters in area. It has 12 hangars, a radiogoniometry station, two fuel tanks above ground, two underground fuel tanks, and equipment for night flying. The total capacity of the fuel tanks is 20,000 hectoliters.

Experimentation with four jet planes is in progress at the field.

Sombor Airfield

The Sombor airfield has a concrete runway 900 meters long by 50 meters wide, and equipment for night flying. Three squadrons of YAK-7s and YAK-9s and three squadrons of P-2s are stationed on the field.

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Kraljevo /now Bankovicevo/ Airfield

The Kraljevo airfield is indicated on Sofia map 20-21/43-44. Its runway is 1,400 meters long by 60 meters wide. Four squadrons of YAK-7s and YAK-9s, six squadrons of Stormoviks, and one squadron of Martin-47 bombers are assigned to the field.

Preljina Airfield

The Preljina airfield is indicated on Sofia map 20-21/43-44. This auxiliary field has a fuel tank with a capacity of 60,000 hectoliters. The tank is located at the Brijuni railroad station, 9 kilometers from the airfield. There are two squadrons of P-2s and one squadron of IL trainers at the field.

Uzicka Pozega Airfield

The Uzicka Pozega airfield is indicated on Sofia map 20-21/43-44. Its runway is 1,400 meters long by 40 meters wide. Its fuel tanks are located at the Jeminska Stena railroad station 10 kilometers from the field. Three squadrons of YAK-7s and two squadrons of P-2s are assigned to the field.

Kragujevac Airfield

The Kragujevac airfield is indicated on Sofia map 21-22/43-44. This auxiliary field is located near the arsenal. It is one by 2 kilometers in area. One squadron of YAK-7s is assigned to the field.

Nis Airfield

The Nis airfield has a grass runway 1,500 meters long by 60 meters wide. It has six hangars, a repair shop, a radio station, a radiogoniometry station, and a fighter aircraft school. Four squadrons of P-2s and two squadrons of YAK-9s are assigned to the field.

Rajlovac Airfield

The Rajlovac airfield has a concrete runway 2,000 meters long, equipment for night flying, a repair shop for aircraft and motor vehicles, six hangars, a radiogoniometry station on the eastern part of the field, and a fuel tank with a capacity of 15,000 hectoliters in the western part of the field. Three squadrons of YAK-7s and one squadron of trainers which were originally stationed at Pancevo are at the field.

Butmir Airfield

The Butmir airfield is located 10 kilometers from Sarajevo. This auxiliary field incorporates a former racetrack. It has a runway 1,500 meters long by 10 meters wide. It is used as a training field, and three squadrons of trainers are stationed there.

Sokolac Airfield

The Sokolac airfield is 17 kilometers east of Sarajevo. It is indicated on the German 1/1,000,000 map 73/36. This auxiliary field is in a forest on the Romanja Plain. It is 2 kilometers square. Two squadrons of Stormoviks are stationed on the field.

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Borongaj Airfield

The Borongaj airfield is 10 kilometers from Zagreb. It has a concrete runway 2,000 by 20 meters in area, seven hangars, and a radiogoniometry station. Seven squadrons of YAK-9s, one squadron of Stormoviks, one squadron consisting of both Spitfires and Hurricanes, and one squadron of trainers are stationed on the field.

Vrbovsko Airfield

The Vrbovsko airfield is indicated on Rome map 15-16/45-46. There are some V-2 launchers on the field. Six squadrons of YAK-9s, intended solely for the defense of the launchers, are assigned to the field.

The airfield is surrounded by a forbidden zone for a radius of 10 kilometers.

Cerklje Airfield

The Cerklje airfield is 7 kilometers east of Novo Mesto. It has a concrete runway 1,000 by 10 meters in area and seven hangars. A fuel tank with a capacity of 10,000 hectoliters is located between hangars No 3 and 4. Five squadrons of YAK-7s, one squadron of Stormoviks, and one squadron consisting of Dakotas and Ju-52s are assigned to the field.

Jabucje Airfield

The Jabucje auxiliary airfield has a runway one kilometer long. One training squadron is at the field on detached duty from Pancevo.

Kovin Airfield

The Kovin airfield is indicated on Sofia map 20-21/44-45. This auxiliary field is used only for training. It has a runway 1,200 meters long. A section of the Pancevo Pilot School is located at the airfield.

Bijeljina Airfield

The Bijeljina airfield is indicated on Sofia map 19-20/44-45. This auxiliary field is located on a mountain. It has a radio station and a runway 1,700 meters long by 15 meters wide. Two squadrons of P-2s and two squadrons of YAK-7s are stationed on the field.

Skoplje Airfield

The Skoplje airfield has a concrete runway 2,000 meters long, equipment for night flying, eight hangars, a repair shop, and an underground fuel tank in the southern part of the field. Five squadrons of YAK-3s, three squadrons of P-2s, and one squadron of Martin 47s are stationed on the field.

Tetovo Airfield

The Tetovo airfield is indicated on Sofia map 21/42. It has a concrete runway 2,000 by 15 meters in area and equipment for night flying. Seven squadrons of fighters and 14 squadrons of bombers are stationed on the field. These include YAKs, Stormoviks, P-2s, and Martin 47s.

Kumanovo Airfield

The Kumanovo auxiliary airfield has a radio station. Four squadrons of YAK-9s are assigned to the field.

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Jugovicevo Airfield

The Jugovicevo airfield, 4 kilometers from Novi Sad, has a runway 2,000 meters long by 15 meters wide. It has equipment for night flying, fuel tanks in the northern part of the field, eight hangars, several repair shops, and a radiogoniometer station. Four squadrons of P-2s, three squadrons of YAK-9s, and one squadron of Spitfires are assigned to the field.

Indija Airfield

The Indija airfield is indicated on Sofia map 20-21/45-46. This auxiliary field has a runway 1,300 meters long by 20 meters wide. A squadron of Stormoviks is assigned to the field.

Bela Crkva Airfield

The Bela Crkva airfield is indicated on Sofia map 21-22/42-43. No details have been ascertained.

III. RUMANIAN AIRFIELD

Carcea Airfield (See Figure 3)

Carcea airfield is located 6 kilometers east-southeast of Craiova. Forty to 50 Soviet fighter, liaison, and reconnaissance aircraft were based on the field in November 1948.

The airfield has a concrete runway 1,500 meters long by 40 meters wide, two hangars each 25 meters wide by 50 meters long, three-story barracks, and a goniometry installation.

Figure 3 shows the relative positions of the various installations.

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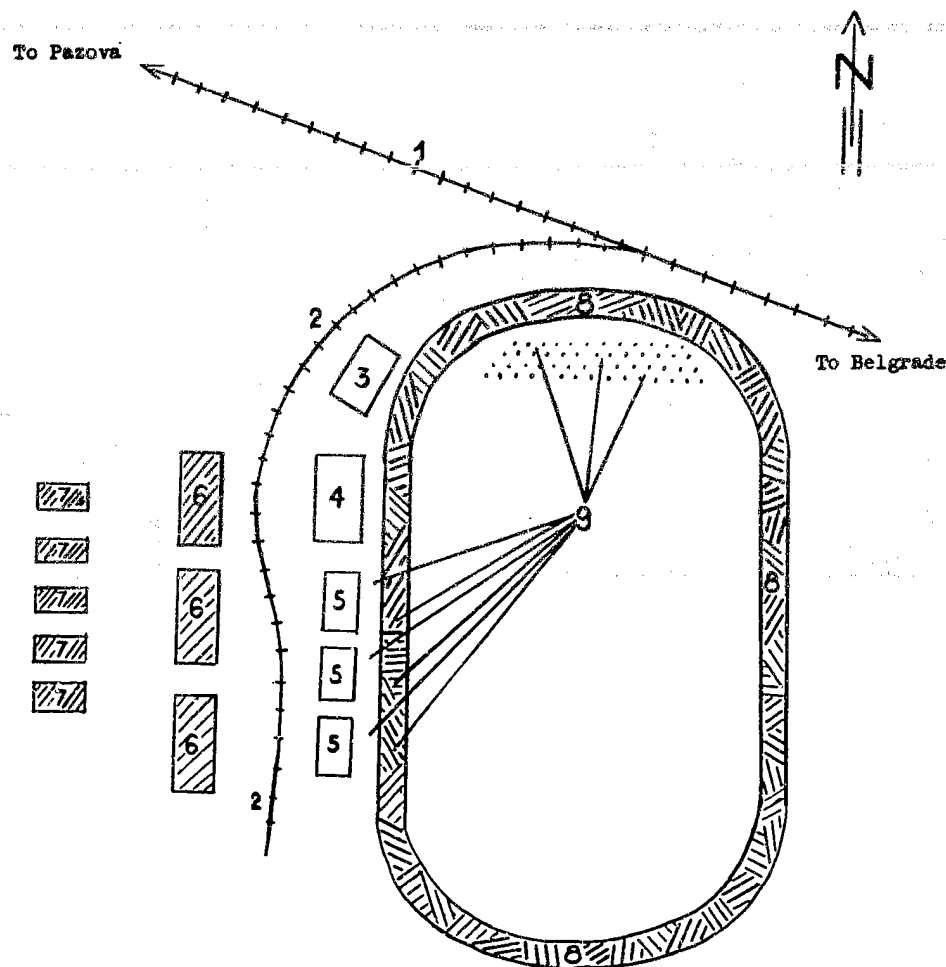
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Figure 1. Zemun Airfield

Legend

1. Belgrade-Pazova-Indija Railroad
2. Spur railroad line serving the airfield
3. Underground gasoline depot
4. Administration building (meteorological and radio station)
5. Hangars
6. Barracks
7. Wooden huts
8. Elliptical runway for landing and takeoff
9. Aircraft on the ground

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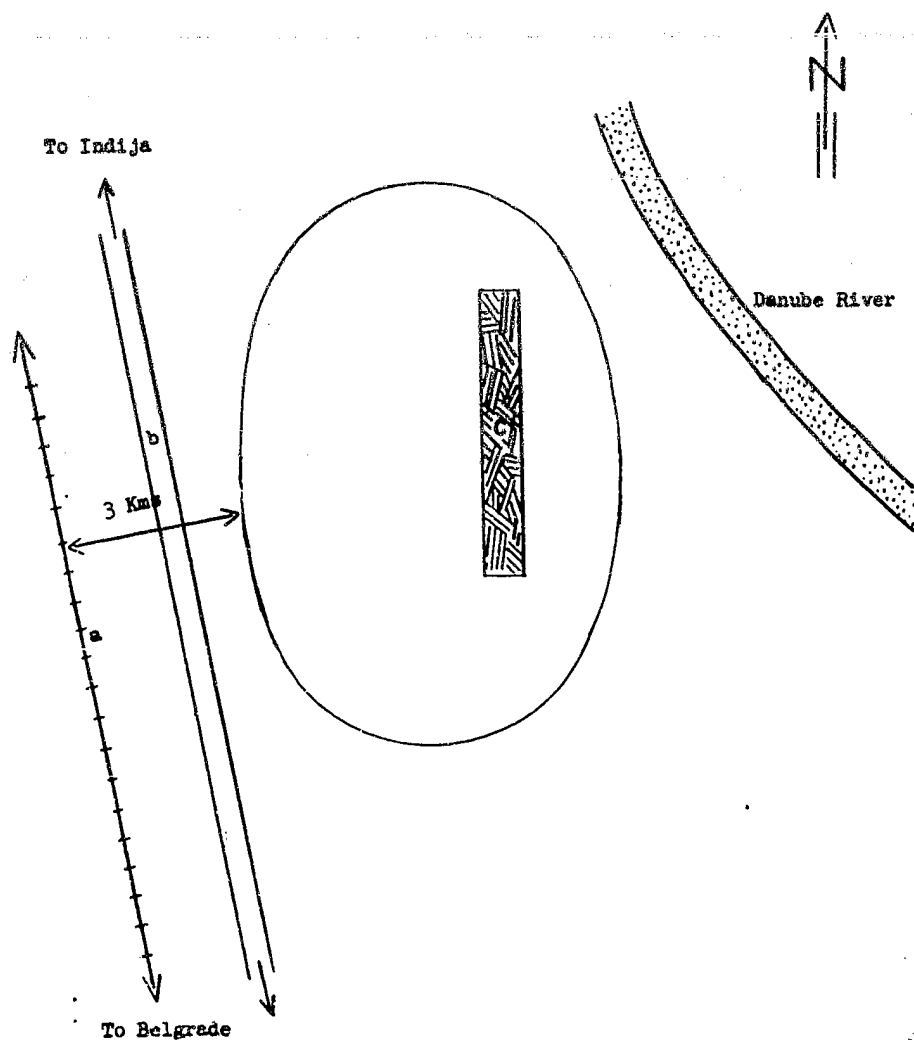
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Figure 2. Nova Pazova Airfield

Legend

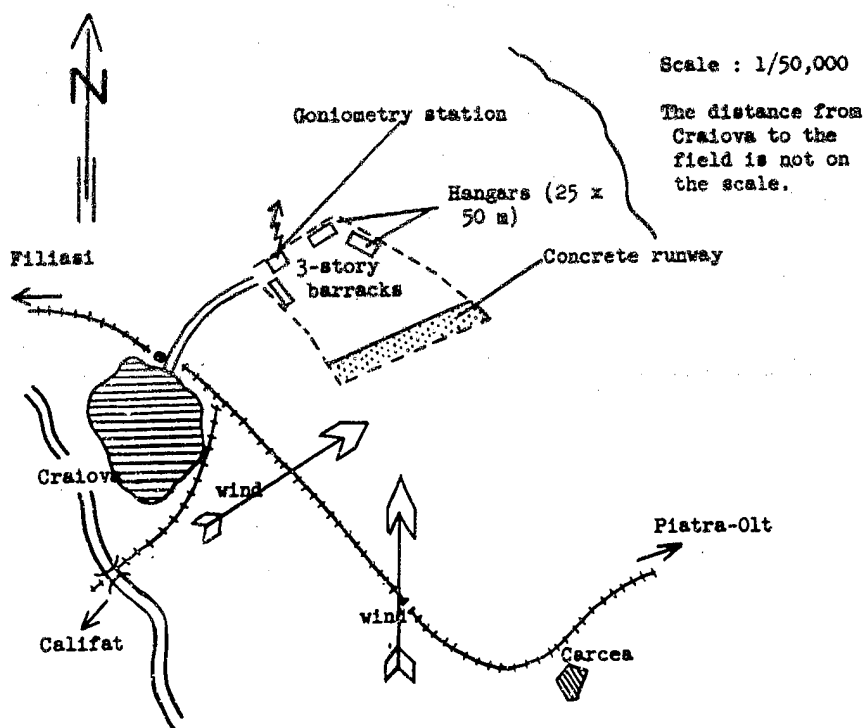
- a. Belgrade - Indija Railroad
- b. Belgrade - Indija Road
- c. Takeoff runway

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